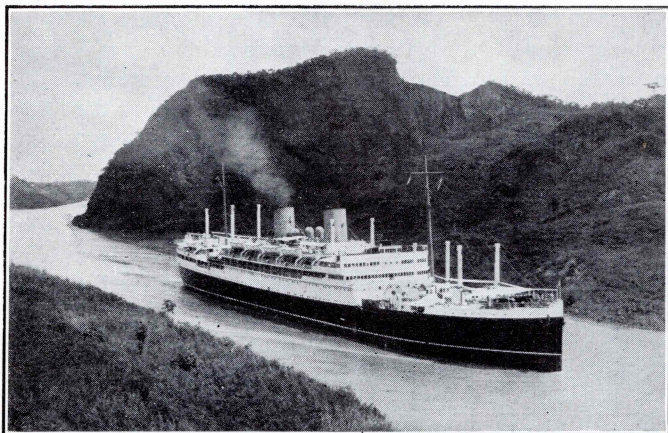


PASSENGER LIST.

THE NEW ZEALAND SHIPPING COMPANY LTD.

\$2-



The Panama Canal

OVER 400 years ago the Spaniards had established that the only passage between the Atlantic and Pacific Oceans was via the Magellan Straits, and in the year 1530 plans were laid for the construction of a waterway over almost the exact route now in use. During the next 350 years many schemes were advanced, but it was not until 1880 that any materialized.

In that year a French company, under Count Ferdinand de Lesseps, creator of the Suez Canal, commenced to excavate a sea-level canal between Colon and Panama. This Company failed seven years later, and in 1901 the whole project was abandoned after a vast expenditure of money and human life.

In 1902 the United States Government acquired the liabilities of the old French company, and the following year negotiated the cession of the territory known to-day as the Canal Zone—this amounts to a strip of land about 10 miles wide and 50 miles long extending across the Isthmus, and over which the U.S. Government exercises sovereign authority. The old cities of Colon and Panama are naturally excluded from this settlement except in so far as quarantine and sanitation are concerned, but Cristobal (adjoining Colon) and Balboa (adjoining Panama) owe their existence entirely to the Canal and are U.S. territory.

Immediately the United States Government took over, they set to work to overcome the two problems which had more than anything else wrecked the French venture.

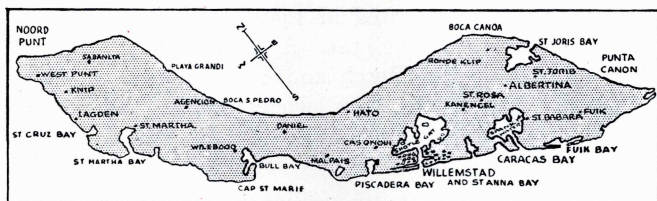
The first of these was the freeing of the area of the fever-bearing mosquito and this was achieved by draining all the low-lying swamps and stagnant waters and constantly spraying the whole area with kerosene. By 1907 the mosquito had been entirely eliminated and thereafter work proceeded without abnormal sickness among the labour battalions. To-day the Canal Zone is claimed to be one of the healthiest tropical areas in the world.

The second and no less vital problem was the periodic flooding of the Chagres river. This was overcome and actually put to advantage by the construction of the great Gatun Dam and Spillway. The Dam is nearly a mile and a half long, half a mile wide at the base and 100 feet wide at the top and, together with the high ground in the area, encloses the artificial Gatun Lake, which covers an area of 164 square miles and lies 85 feet above sea-level.

The Canal, which was opened to the world's traffic on the 15th August, 1914, is 50 miles in length. The general direction is not from east to west as might be expected, but from north-west to south-east and Balboa, on the Pacific coast, is actually 27 miles east of Cristobal, the Atlantic terminal.

Approaching the Canal from the Caribbean Sea a vessel enters Limon Bay and proceeds 7 miles up the channel to Gatun Locks, where she is raised 85 feet through a triple series of locks to the level of the Gatun Lake. Thence for 25 miles full speed can be maintained to Gamboa, at the head of the reach where the Lake merges into the famous Gaillard Cut, 9 miles in length. Here the greatest excavations of all were made and on the left bank is Gold Hill, 660 feet above sea-level, which was the scene of severe landslides in the early days of the Canal.

The Gaillard Cut ends at the Pedro Miguel Locks, where vessels are lowered 27 feet to the level of the Miraflores Lake. A mile and a half across this lake are the Miraflores Locks, where in two further stages ships are lowered the remaining 58 feet to sea-level. Balboa, the Pacific terminal, is about 6 miles from Miraflores and should be reached approximately 7 hours after leaving Cristobal,



Curaçao

THE Dutch Colony of Curaçao consists of two groups of Islands, the larger (Curaçao, Aruba and Bonaire) being part of the Leeward Islands and the smaller (Saba, St. Eustatius and a part of St. Martin) being in the Windward group.

Curaçao itself, which lies 38 miles north of the Venezuelan coast, is much the largest and the most important of these islands. It is about 33 miles long and some 6 miles wide and covers an area of approximately 210 square miles. Apart from a few hills in the south-west, it is flat and rather barren except for the cactus plant which abounds. The north and north-east coasts are exposed to the Trade Winds and have no harbours, but along the south coast there are a number of land-locked bays where the sea has broken through the narrow protecting reefs. Of these, pride of place goes to St. Anna Bay, for not only does Willemstad, the capital, occupy both banks but it leads directly to the magnificent harbour of Shottogat, fast becoming one of the principal oil centres of the world. Vessels of the New Zealand Shipping Company generally fuel at Caracas Bay, six miles to the east.

Willemstad bears a vivid resemblance to Holland with its quaint 17th century Dutch architecture, but the whole character of the town and of the whole island has been undergoing a gradual change since the advent of the oil refinery industry in 1916. Thus, in the space of 30 years, Willemstad has become a commercial city, pervaded with the smell of oil, while the population of the island has approximately doubled. It is now about 100,000. Agriculture has virtually been abandoned owing to the counter attraction of high wages offered by the Oil Companies. Apart from oil which is the national livelihood, Curaçao liqueur and small quantities of aloes and phosphate of lime are the only exports.

Curaçao was discovered in 1499 by Alonzo de Hojeda and annexed to Spain in 1528. A century later, in 1634, it was captured by the Dutch and except for brief periods during the Napoleonic Wars, when it came under British control, it has remained in Dutch hands ever since. Tercentenary celebrations of Dutch sovereignty were held in 1934. During much of the Second World War the Colony of Curaçao with Surinam (Dutch Guiana) had the distinction of representing the free Dutch Empire, when Holland herself and the Dutch East Indies came under German and Japanese domination. Allied troops were landed to carry out garrison work in 1940 and remained until 1942 when the American Army assumed responsibility. German submarines did make sporadic attacks on the oil refineries but met with very little success.

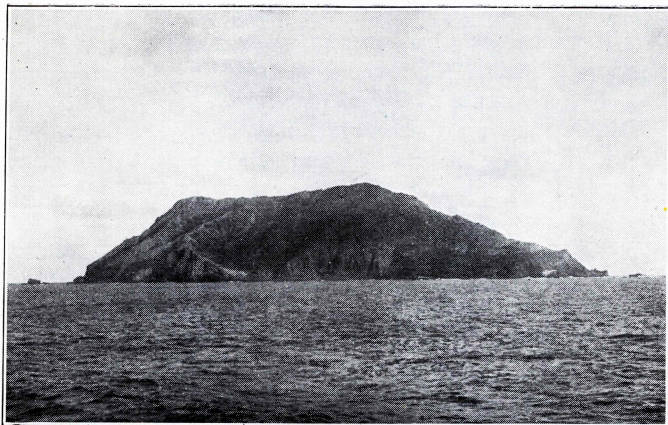
The original Dutch colonists were puritans who fled from Holland to escape persecution. Complete freedom of worship was permitted from the earliest days and no colour bar was ever enforced by the Colonists. This has resulted in a very mixed population which has become even more heterogeneous since the advent of the Oil Refineries. The language is equally mixed and Papiementu, as it is called, is a blend of Spanish, Dutch and Portuguese with a sprinkling of English and French as well.

The Colony is administered by a Governor who is appointed by, and is directly responsible to, the Crown. He is assisted by an Advisory Council of four members, nominated by the Crown, and a legislative body of 15, which is elected. Needless to say the Oil Companies have great political influence because of the high taxes which they pay.

During the short time available to passengers, there are a number of interesting places to visit. At Caracas Bay itself there are some old Spanish Forts and the quarantine station is worth seeing.

At Hato, five miles north-west of Willemstad, there is a magnificent natural grotto, while the Jewish Cemetery on the outskirts of the capital is the oldest Caucasian burial ground in the Western Hemisphere, dating back to 1640.

Curaçao is 4,221 miles from London and 706 from Colon.



Pitcairn Island

PITCAIRN ISLAND is about two miles long by one mile wide, and rises steeply from the sea to a high point of approximately 1,000 feet above sea-level. The island is volcanic in origin and rugged in appearance and is visible for nearly 40 miles in clear weather.

The only settlement is at Adamstown, on the north-eastern slopes, but there is no good beach or proper landing place.

Principal interest in the island lies in its historical association with the mutiny in H.M.S. "Bounty" which took place in April, 1789. The mutiny occurred off Tofua while the sloop was *en route* from Tahiti to the West Indies carrying bread-fruit plants. Captain Bligh and 18 others were set adrift in an open boat of only 23 feet and, in this small craft, they established an epic of endurance and seamanship lasting 48 days before reaching Timor, in the Netherlands East Indies, a distance of more than 3,600 nautical miles.

Meanwhile the 26 men who remained in the "Bounty" elected Fletcher Christian as their Captain and brought the ship back to Tahiti. Here, after various vicissitudes and an abortive effort to settle at Toobouai, all but 9 decided to stay, and it was not until near the close of the year that Christian and his 8 remaining companions sailed from Tahiti. They were accompanied by their 9 Tahitian wives, 6 native

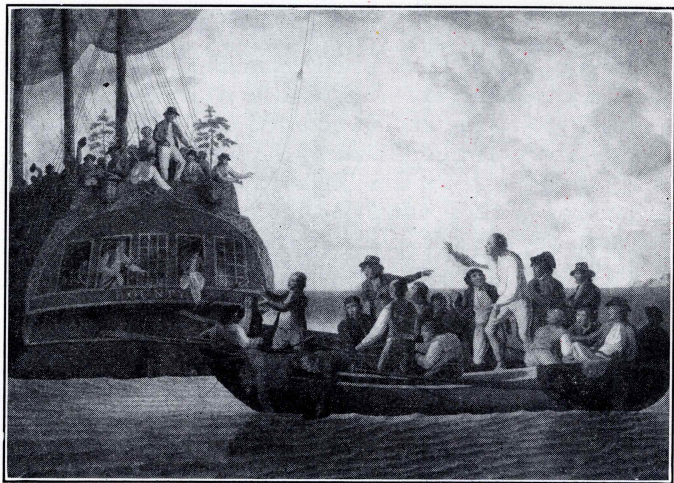
men and 3 women and were not heard of again for nearly twenty years. They had, in fact, made for the uninhabited island of Pitcairn (discovered in 1767 by Carteret) and reached there on the 23rd January, 1790.

Within two years, however, racial jealousy broke out and the native men attacked and killed 5 of the 9 white men, including Fletcher Christian. Later the 4 surviving whites, assisted by the women, killed the native men.

By 1800 the only surviving mutineer was John Adams, then 36 years old. He became religious and, with the aid of a Bible and Prayer Book salvaged from the "Bounty," taught the young community to read and write. John Adams survived until 1829, having spent 39 years on the island.

In 1808 a passing vessel found the island to be inhabited and news of the small community reached England for the first time. Pitcairn was annexed in 1838.

By 1856 the population had swelled to 193, which was more than the island could properly support, and so the British Government moved them to Norfolk Island. Within two years, however, many grew homesick and returned to Pitcairn, and it is the 200 odd descendants of these who inhabit the island to-day.



Captain Bligh and his 18 Companions cast adrift

General Information

WEST BOUND SHIPS (England to New Zealand).—Clocks are put *back* every day, and one whole day of 24 hours is *missed out* when crossing the 180th meridian (*e.g.*, to-day is, say, Friday, but to-morrow will be Sunday).

EAST BOUND SHIPS (New Zealand to England).—Clocks are put *on* every day, and one whole day of 24 hours is *repeated* when crossing the 180th meridian (*e.g.*, to-day is Friday and to-morrow will also be Friday).

BELL TIME ON BOARD SHIP:

Middle Watch	Midnight	8 bells	Forenoon Watch	8.0 a.m.	8 bells	Dog Watch	4.0 p.m.	8 bells
	12.30 a.m.	1 "		8.30 "	1 "		4.30 "	1 "
	1.0 "	2 "		9.0 "	2 "		5.0 "	2 "
	1.30 "	3 "		9.30 "	3 "		5.30 "	3 "
	2.0 "	4 "		10.0 "	4 "		6.0 "	4 "
	2.30 "	5 "		10.30 "	5 "		6.30 "	1 "
	3.0 "	6 "		11.0 "	6 "		7.0 "	2 "
	3.30 "	7 "		11.30 "	7 "		7.30 "	3 "
	4.0 "	8 bells		Noon	8 bells	2nd	8.0 "	8 bells
Morning Watch	4.0 a.m.	8 bells	Afternoon Watch	Noon	8 bells	First Watch	8.0 p.m.	8 bells
	4.30 "	1 "		12.30 p.m.	1 "		8.30 "	1 "
	5.0 "	2 "		1.0 "	2 "		9.0 "	2 "
	5.30 "	3 "		1.30 "	3 "		9.30 "	3 "
	6.0 "	4 "		2.0 "	4 "		10.0 "	4 "
	6.30 "	5 "		2.30 "	5 "		10.30 "	5 "
	7.0 "	6 "		3.0 "	6 "		11.0 "	6 "
	7.30 "	7 "		3.30 "	7 "		11.30 "	7 "
	8.0 "	8 bells		4.0 "	8 bells		Midnight	8 bells

GROSS TONNAGE is the capacity in cubic feet of all the various enclosed spaces of a ship, divided by 100, *i.e.*, all spaces below deck and also all passengers and other accommodation above, &c., &c.

NET TONNAGE is the gross tonnage less certain deductions on account of various non-earning spaces, *e.g.*, Crew Space, Engine Rooms, Water Ballast, and other spaces not used for passengers or cargo.

DEADWEIGHT TONNAGE is the number of tons weight of cargo, fuel, stores, &c., that a ship can carry when she is down to her "Load Line" (down to her "Marks").

DISPLACEMENT TONNAGE—a term mostly used in the Royal Navy—is the number of tons weight of sea-water "displaced" by a ship when loaded down to her "Marks," *i.e.*, it is the weight in tons of the entire ship and contents.

TONS MEASUREMENT: Cargo is reckoned up in either tons weight (20 cwt.) or in tons measurement—the latter being of 40 cubic feet (= 1 ton measurement).

LOAD LINE OR MARKS of a ship.—The Load Water Line is the line that would be made round the skin of a ship by the surface of the water, when loaded as deep as the minimum freeboard Regulations permit.

FREEBOARD is the distance between the main or upper deck of a ship to the load water line, and to a certain extent represents the reserve buoyancy of a ship.

DRAUGHT is the distance in feet from the lowest part of the bottom of a ship to the actual water line at which the ship is floating. (A ship is said to “draw” so many feet.)

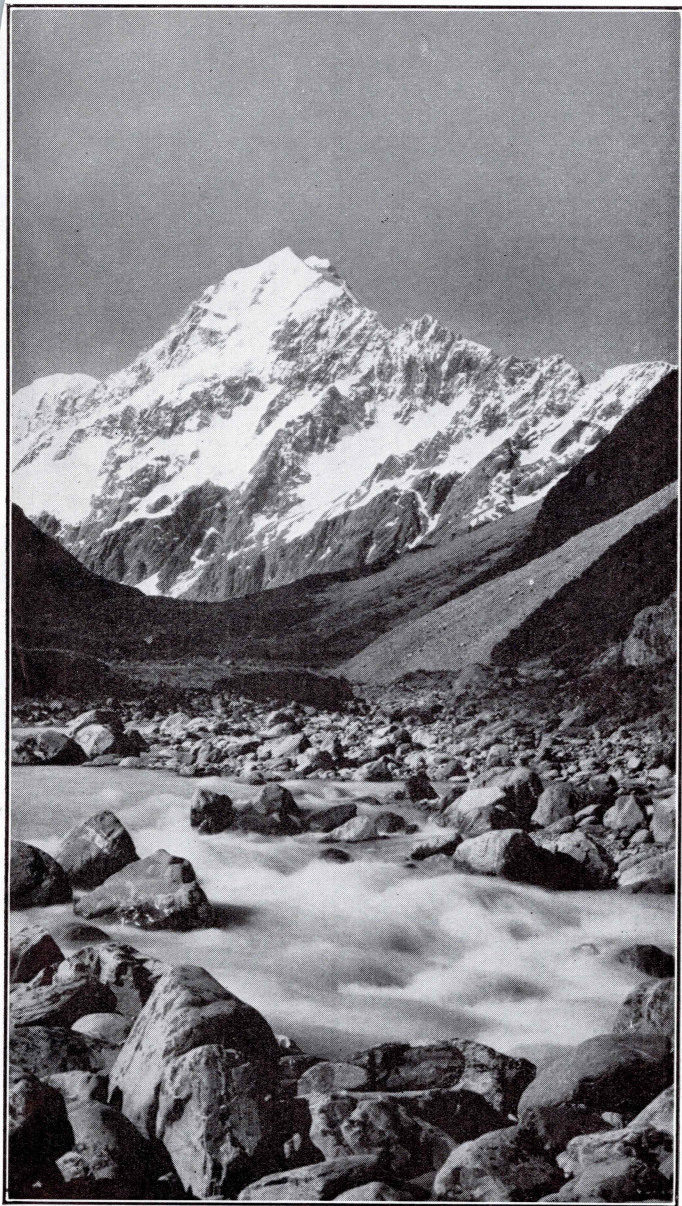
PORT AND STARBOARD sides of a ship are the Left and Right respectively—looking forward.

A **KNOT** is a measure of speed. 1 knot = 1.15 m.p.h., and 16 knots = 18.4 miles per hour.

A **FATHOM** is 6 feet. 100 fathoms = 1 cable, 10 cables = 1 nautical mile, 60 miles = 1 degree of latitude.

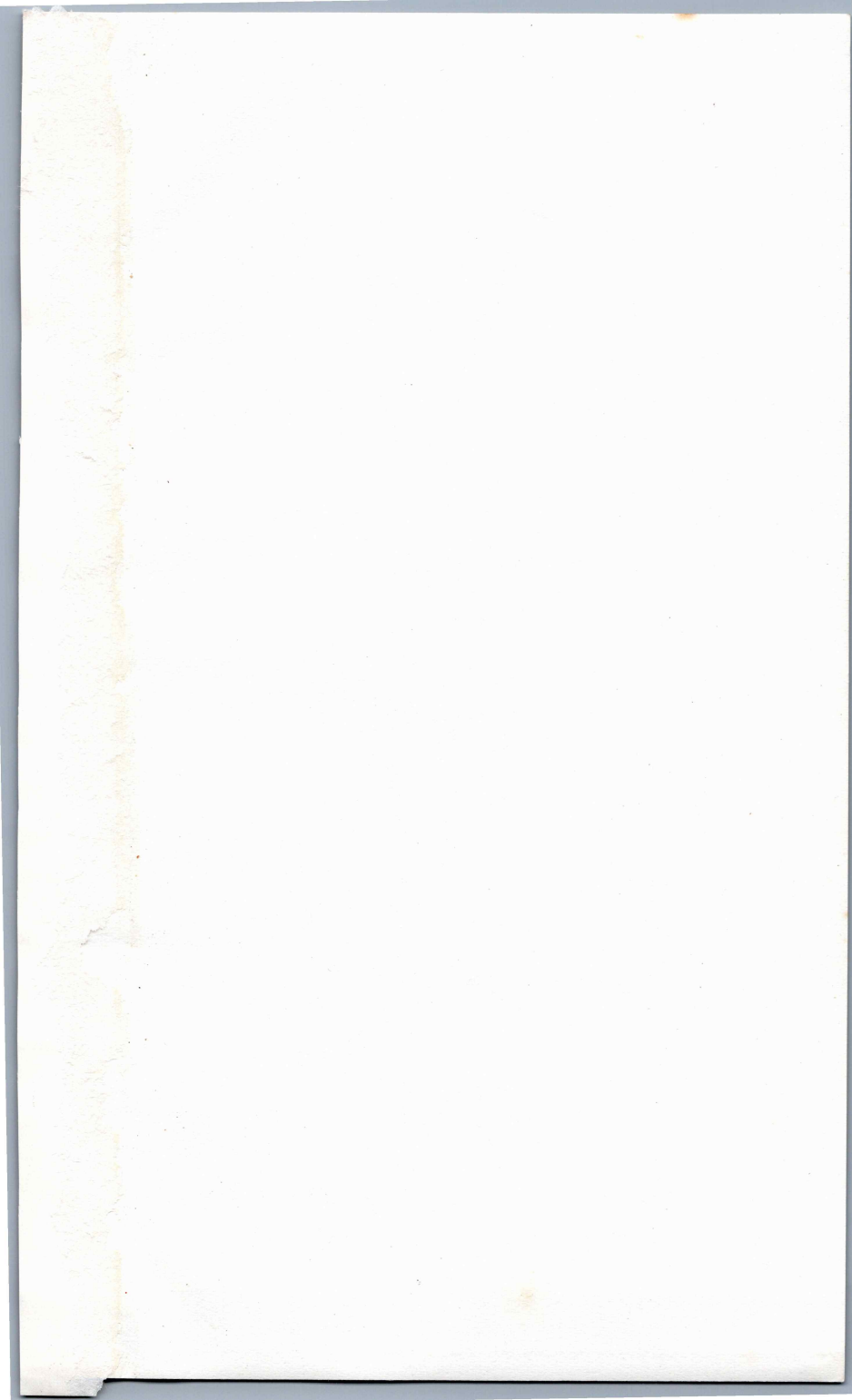
THE EARTH has nearly three times as much water as land on the surface. The Equatorial circumference is about 25,000 miles, and it is almost 93 million miles from the Sun. An airship with a constant speed of 100 m.p.h. would take 105 years to reach the Sun. The velocity of any given point on the Earth's surface at the Equator exceeds 1,000 m.p.h. The Earth's velocity in its orbit round the Sun is about 66,600 miles an hour.

LATITUDE AND LONGITUDE: The Equatorial circumference of the Earth is 24,901.8 English miles, and it is divided into 360 degrees of longitude, each of 69.17 English (or 60 geographical) miles. These degrees are measured from the meridian of Greenwich and numbered eastwards and westwards until they meet at the 180th meridian. Distances north and south of the Equator are measured in parallels of latitude, which are numbered from zero (at the Equator) to 90 degrees at the Poles; and so by combination of degrees of latitude and longitude and their sub-division (minutes and seconds), any position on the globe can be accurately and exactly described.



Mount Cook 12,349 feet.

The gummed strip provided on this page is for
attaching a photograph of the ship's Officers.





R.M.S. "RUAHINE"

BACK ROW	J. W. STICKLER	M. O. PINER	P. F. HOLLOWAY	R. DIXON	J. W. SIMPSON	J. HEATH	J. B. MCCOLL	S. J. MUNDY	G. W. G. GREEN
STANDING:	<i>Fourth Officer</i>	<i>Third Officer</i>	<i>Second Officer</i>	<i>Fourth Engineer</i>	<i>Third Engineer</i>	<i>First Radio Officer</i>	<i>First Electn.</i>	<i>First Ref. Eng.</i>	<i>Chief Steward</i>
FRONT ROW	L. F. H. GILLINGHAM	O. L. SPRINGETT	A. C. ROLLINSON	F. LOUGHEED	G. J. CLARK	F. LAMBERT	J. S. CLARK,	M. B., B.S.,	
SEATED:	<i>Purser</i>	<i>Supy. Chief Officer</i>	<i>Chief Officer</i>	<i>Commander</i>	<i>Chief Engineer</i>	<i>Second Engineer</i>	<i>Surgeon</i>		

THE NEW ZEALAND SHIPPING COMPANY LIMITED

R.M.S. **RUAHINE**

LEAVING

L O N D O N

ON

28th SEPTEMBER, 1956

FOR

A U C K L A N D

VIA

C U R A Ç A O

AND

P A N A M A C A N A L

Commander **F. Loughheed**

Chief Officer	A. C. Rollinson	Chief Engineer	G. J. Clark
Supy. Chief Officer	O. L. Springett	Second Engineer	F. Lambert
Second Officer	P. F. Holloway	Third Engineer	J. W. Simpson
Third Officer	M. O. Piner	Fourth Engineer	R. Dixon
Fourth Officer	J. W. Stickler	First Refrig. Eng.	S. J. Mundy
Surgeon	J. S. Clark, M.B., B.S.	First Elect. Eng.	J. B. McColl
Nursing Sister	J. Trill, S.R.N.	Purser	L.F.H. Gillingham
First Radio Officer	J. Heath	Chief Steward	G. W. G. Griffin
Second Radio Officer	D. W. Field	Asst. Purser	W. A. Thomson

List of Passengers

ADAMS, Mr. T. K.

ADAMS, Mrs.

ALLUM, Miss P. E.

ARMSTRONG, Miss L. L.

BAIRD, Mrs. M.

BALL, Mrs. L.

BEATTIE, Miss E. A.

BEERE, Mr. D. F.

BELAY, Miss M.

BERTRAM, Mr. J. B.

BESTALL, Mr. L. D., M.B.E.

BESTALL, Mrs.

BEVAN, Capt. R. H., R.N., (RTD.)

BEVAN, Mrs.

BLAND, Lt.-CDR. F. H., R.N.Z.N.

BLAND, Mrs.

BLAND, Miss F. A.

BLANN, Mrs. E. K.

BOWIE, Miss M. K.

BROWNING, Mr. A. R.

BROWNING, Mrs.

BURLAND, Mr. C. B.

BURLAND, Mrs.

CALDER, Miss M. M.

CAMERON, Mr. J.

CAREY, Mr. T. P.

CAREY, Mrs.

CAREY, Master S. P.

CAREY, Miss S. A.

CHALLENGER, Mr. S.

CHALLENGER, Mrs.

CHAMBERS, Mr. A. P.

CHAMBERS, Mrs.

CLANCY, Miss B. W.

CLARK, Miss M.

CONNORS, Mrs. K. M.

COOKE, Miss V. W. GRESHAM

CORBETT, Miss B.

CORLISS, FLT.-LT. W. R., R.N.Z.A.F.

CORLISS, Mrs.

CORLISS, Miss E. M.

COTTLE, Miss N. J. *AKC*

CROFTS, Mrs. D. P.

CROSSMAN, Miss M. J.

CUBEY, Mrs. P.

CURRY, Mr. W.

CUSWORTH, Mr. N. G.

CUSWORTH, Mrs.

DAVIES, Mrs. M.

DAVIES, Dr. W.

DAVIS, Mr. R. E.

DELANEY, Miss N. P.

DE LEENHEIR, Miss J.

DENTICE, Miss B. M.

DOWNES, Mrs. H.

DRINKROW, Mrs. V. M.

DUNLOP, Mr. G. R.

EDMUNDS, Mr. B. C.

FENTON, Mr. R. T.

FENTON, Mrs.

FENTON, Miss S.

FERGUSON, Mr. J. R.

FERGUSON, Mrs.

FITZGERALD, Miss B. F.

FITZ-GERALD, Mr. B. E.

FITZ-GERALD, Mrs.

FITZ-GERALD, Master G. B.

FLYNN, MRS. M. A.
FORBES, MR. N. R.
FORBES, MRS.
FORRESTER, MISS M. A.
FORSYTH, MR. G. L.
FRIEBOE, MR. C.

GAMMON, MR. D. W.
GATLEY, MRS. M. S.
GIBSON, MR. R. A. E.
GIBSON, MRS.
GIBSON, MISS J. A.
GODMAN, MR. B.
GOODWIN, MR. W. B.
GOODWIN, MRS.
GOW, MISS E.
GRAHAM, MISS M. E.
GRANT, MISS D. F.
GRIERSON, MR. J., C.B.E.
GRIERSON, MRS.

HARRIS, MR. A. I.
HARRIS, MRS.
HARRISON, MR. G. N.
HARROP, MR. G.
HARROP, MRS.
HENDEN, MR. W. J.
HENDEN, MRS.
HEPBURN, MRS. A. A.
HORN, MR. S.
HORN, MRS.
HORWOOD, MRS. D. P.
HOSKYN, MRS.
HOWARD, MR. A. G.
HOWARD, MRS.
HULSE, MR. R. J.
HUNT, MR. H. D.
HUNTER, MR. J.

HUNTER, DR. J. D.
HUNTER, MRS.
HUNTER, MASTER A. J.
HUNTER, MISS C. M.
HUNTER, MASTER M. H.
HUTTON, MR. S. C.
HUTTON, MRS.
HUZZIFF, MISS E. M.

INGLIS, MR. J. T.
INGLIS, MRS.
ISAAC, W/CDR. P. N., R.A.F.
ISAAC, MRS.
ISAAC, MASTER A. J.

JACKSON, MR. K. A.
JENKIN, PROFESSOR T. J., C.B.E.,
D.Sc.
JENKINS, MR. F. W.
JENKINS, MRS.
JENKINS, MR. W. J. E.
JENKINS, MRS.
JONAS, MRS. M. P.
JONES, PROFESSOR E. T., M.Sc.
JONES, MR. S. B.
JULIUS, MR. A. F.
JULIUS, MRS.

KNIGHT, MRS. B. M.

LAMBIE, MRS. M. H. R.
LANDERS, MISS O. J.
LE DUC, MR. J. A.
LITTLEJOHN, MISS E. M.
LUCAS, MRS. E. E. M.

MACKLEY, MR. H. H.
MACKLEY, MRS.

MANN, MR. A. C.
MANN, MRS.
MANN, MR. C. H.
MOORE, PROFESSOR IAN, M.Sc.,
Ph.D.
MORGAN, MR. W. D.
MORLEY, MRS. D. I.
MORTON, MR. H. C.
MORTON, MRS.
MORTON, MISS M. C.
MUIR, MISS E. Y.
MURRAY, MR. R. G.
MURRAY, MRS.
MURRAY, MISS P. A.

McARTHUR, MRS. F. R.
McARTHUR, MISS R. J.
McARTHUR, MISS D. R.
McARTHUR, MISS W. G.
McGILL, MR. I. K.
McGIMPSEY, MISS R. J.
McKERROW, MRS. N. T.
McKERROW, MISS S.
McKINLEY, MR. M. J.
McLENNAN, MR. H. T.
McLENNAN, MRS.
McMILLAN, MR. E.
McMILLAN, MRS.
McNAMEE, MR. L. A.

NEVINS, MRS. M. J.
NOBLE, MISS H. C.
NORRIS, MRS. I. F.

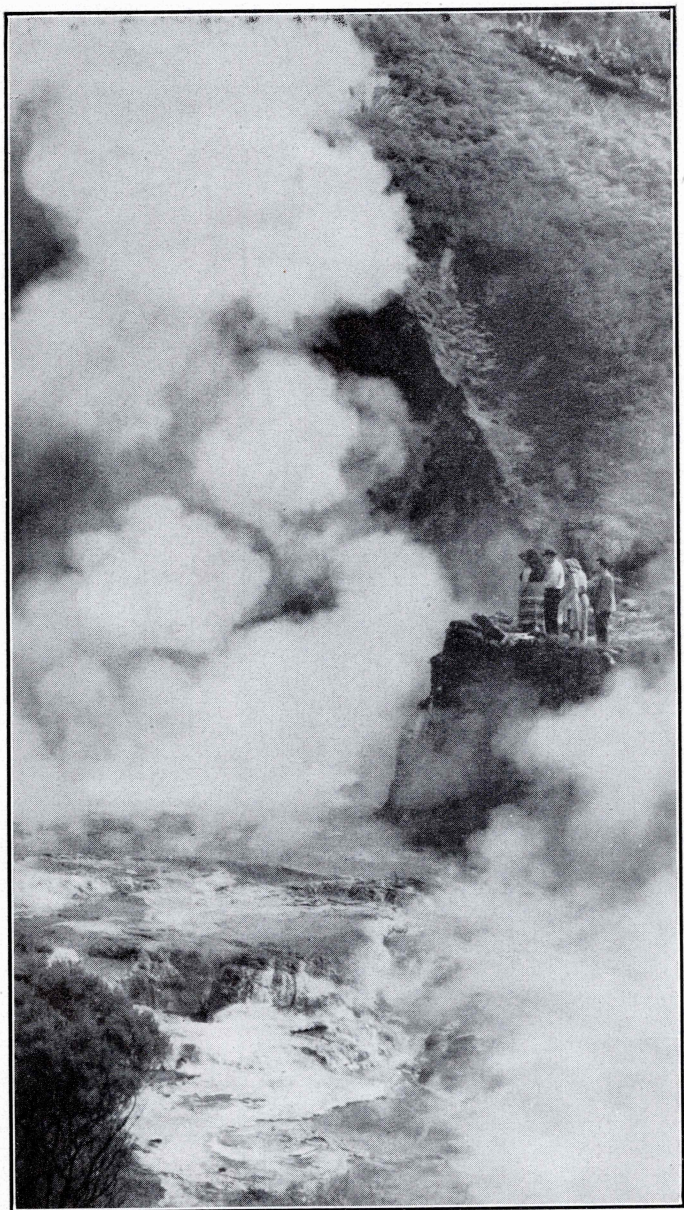
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PARIS, MRS. M. E.
PARIS, MISS J. V.

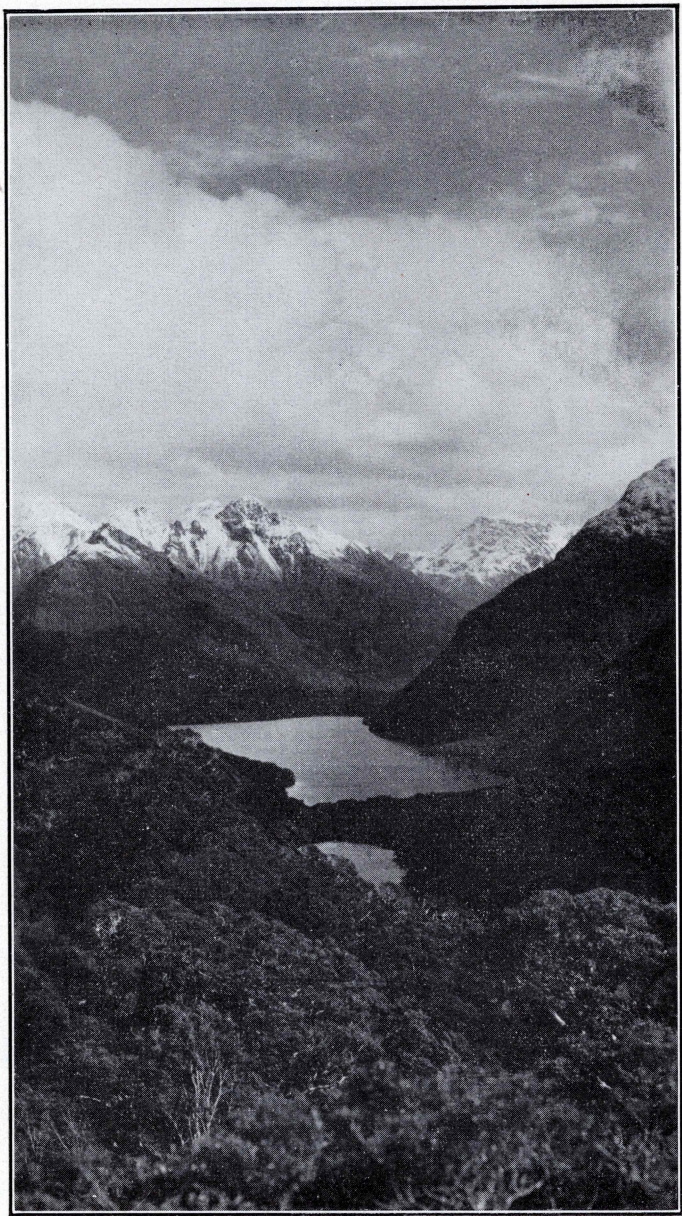
PICKERING, MR. B. M.
PICKERING, MRS. N. E.
PICKERING, MASTER G. J.
POTTS, MISS M. M.
POVEY, MR. G.
POWELL, MRS. A.
PRATT, MR. J. H.
PRATT, MRS.
PRINTZ, MRS. S. I.
PURCELL, MR. W. J.
PURDOM, MISS W. R.

RAYMOND, MR. W. F.
REX, MR. M.
RICHARDSON, MISS E. M.
ROBERTS-THOMPSON, DR. H.
ROBERTS-THOMPSON, MRS.
ROBERTS-THOMPSON, MISS P.
ROBERTS-THOMPSON, MISS A.
ROLLESTON, MRS. J. M.
ROLLESTON, MISS C. M. J.
ROME, MR. E. P.
RONALDSON, MISS L. T.
RUSSELL, MR. J. A.

SCAIFE, MR. F.
SCOTT, MR. J. R.
SHACKLETON, MRS. M. B.
SHANKS, MR. O. R.
SHANKS, MRS.
SHORTER, MR. C. E.
SHORTER, MRS.
SHORTER, MISS P. R.
SIMMONDS, MR. H. W.
SIMMONDS, MRS.
SIMMONS, MR. R. W.
SIMMONS, MRS.
SKINNER, MR. L. E.
SKINNER, MRS.



Thermal Regions, Wairakei.



Livingstone Range, Southland,

Dominion of New Zealand

THE Dominion includes within its ultimate boundaries a number of small islands and groups of islands, as well as the mandated territory of Western Samoa, but New Zealand proper consists of the three Islands—North, South and Stewart—which lie between Latitudes 34° and 48° South and Longitude 162° East and 173° West.

From North to South the Islands cover 1,100 miles, but nowhere does the breadth exceed 200 miles, and at no point is it possible to be more than 75 miles from the sea. The total coast line exceeds 4,300 miles.

In area the Dominion covers 105,005 square miles (Great Britain is 88,753 square miles), and the population, excluding Western Samoa and the Outer Islands, amounts to 2,100,000 including 130,000 Maori.

Livestock in the country approximates 36 million sheep and 5 million cattle.

The following figures are interesting for comparative purposes :—

Population of Auckland, N.Z.	...	...	...	361,000
„ „ New Zealand	...	...	...	2,093,000
„ „ Sydney, N.S.W	...	...	...	1,484,000
„ „ Australia	...	...	...	8,918,000
„ „ London	...	...	...	8,576,000
„ „ Great Britain	...	...	...	53,000,000

New Zealand's highest mountain is Mt. Cook	12,349 ft.
„ „ longest river is Waikato R.	220 miles
„ „ largest lake is L. Taupo	241 sq. miles
„ „ deepest lake is L. Manapouri	1,458 ft.
(The bottom is 861 ft. below sea-level.)	
„ „ highest waterfall is Sutherland Falls	1,904 ft.
„ „ longest Glacier is Tasman Gl.	18m. \times $1\frac{1}{4}$ m.
„ „ longest railway tunnel is Otira	$5\frac{1}{8}$ miles

Some Interesting Dates in the History of the New Zealand Shipping Company and of the Dominion

- 1642 Abel Tasman was the first European to discover the Islands, but he thought they were part of the mainland of South America.
- 1769 Captain Cook landed at Gisborne : Poverty Bay. He then circumnavigated the Islands and charted the Coast.
- 1814 First Missionary Settlement established in the Bay of Islands.
- 1839 The Islands were included within the boundaries of New South Wales.
- 1840 On 22nd January, the s.s. "Aurora " arrived at Port Nicholson (Wellington) with the first settlers. On 6th February the Treaty of Waitangi was signed, whereby all powers of Sovereignty in New Zealand were ceded to Queen Victoria, and Captain Hobson became Governor.
- 1841 New Zealand proclaimed a separate colony.
- 1873 The New Zealand Shipping Company was inaugurated at Christchurch and commenced trading with 18 ships, including those under charter, having an average tonnage of 830 tons.
- 1883 The Company started a monthly service of steamships.
- 1907 New Zealand proclaimed a Dominion.
- 1912 The New Zealand Shipping Company amalgamated with the Federal Steam Navigation Company.
- 1914 The Panama Canal was opened to the world's traffic on 15th August, 1914, and the Company was the first to make use of it later in the same year.
- 1914-1918 The Company lost 11 ships, aggregating 86,000 tons, during the First World War.
- 1939-1940 The Centenary of New Zealand as a British Colony was celebrated throughout the Dominion.
- 1939-1945 The combined losses of the New Zealand Shipping Company and Federal Steam Navigation Company in the Second World War amounted to 19 ships, aggregating 195,000 tons.

FLAGS OF THE PRINCIPAL MARITIME NATIONS.



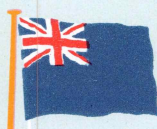
ROYAL STANDARD



UNION JACK



WHITE ENSIGN



BLUE ENSIGN



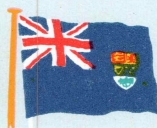
RED ENSIGN



NEW ZEALAND



AUSTRALIA



CANADA



INDIA



PAKISTAN



UNION OF
SOUTH AFRICA



CEYLON



ARGENTINA



BELGIUM



BRAZIL



DENMARK



FINLAND



FRANCE



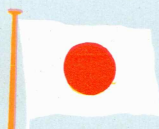
GERMANY



GREECE



ITALY



JAPAN



LIBERIA



NETHERLANDS



NORWAY



PANAMA



PORTUGAL



SPAIN



SWEDEN



U.S.A.



U.S.S.R.



YUGOSLAVIA

FLAGS AND BADGES OF BRITISH COLONIES AND PROTECTORATES.



ADEN



BAHAMAS



BARBADOS



BERMUDA



BRITISH GUIANA



BRITISH HONDURAS



BRITISH SOLOMON ISLANDS PROTECTORATE



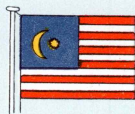
BRUNEI



CYPRUS



FALKLAND ISLANDS



FEDERATION OF MALAYA



FIJI



GAMBIA



GIBRALTAR



GILBERT AND ELLICE ISLANDS COLONY



GOLD COAST



GRENADE



HONG-KONG



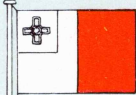
JAMAICA



KENYA



LEEWARD ISLANDS



MALTA, G.C.



MAURITIUS



NIGERIA



NORTH BORNEO



NORTHERN RHODESIA



NYASALAND



ST. HELENA



ST. LUCIA



ST. VINCENT



SARAWAK



SEYCHELLES



SIERRA LEONE



SINGAPORE



SOMALILAND



TANGANYIKA TERRITORY



TONGA



TURKS AND CAICOS ISLANDS



TRINIDAD AND TOBAGO



UGANDA

BADGES ARE EMBLAZONED ON THE BLUE ENSIGN.

INTERNATIONAL CODE SIGNALS AND PILOT FLAGS, Etc.



A



B

POWDER FLAG

THE "POWDER FLAG" IS HOISTED BY ALL VESSELS ENTERING PORTS AND CANALS WHEN CARRYING EXPLOSIVES OR OTHER DANGEROUS CARGOES.



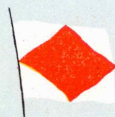
C



D



E



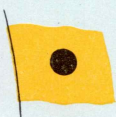
F



G



H



I



J



K



L



M



N



O



P

BLUE PETER

THE "BLUE PETER" IS HOISTED FOR ALL PERSONS TO REPAIR ON BOARD AS THE VESSEL IS ABOUT TO PROCEED TO SEA.



Q

QUARANTINE

THE "QUARANTINE" FLAG IS HOISTED WHEN ENTERING A PORT. NO ONE IS ALLOWED ASHORE NOR CAN THE VESSEL PROCEED UNTIL PRATIQUE IS GRANTED BY THE PORT MEDICAL AUTHORITIES AND THE FLAG IS LOWERED.



R



S



T



U



V



W



X

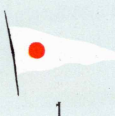


Y



Z

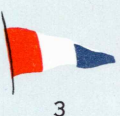
CODE FLAG AND ANSWERING PENNANT.



1



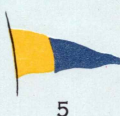
2



3



4



5

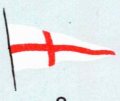
WHEN USED AS "CODE FLAG" IT IS TO BE HOISTED UNDER THE ENSIGN. WHEN USED AS "ANSWERING PENNANT" IT IS TO BE HOISTED AT THE MAST-HEAD OR WHERE BEST SEEN.



6



7



8

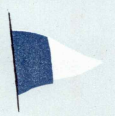


9



0

1ST SUBSTITUTE



2ND SUBSTITUTE



3RD SUBSTITUTE



ROYAL MAIL



PILOT FLAG

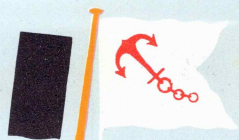


BRITISH PILOT



AMERICAN PILOT

HOUSE FLAGS AND FUNNELS (British).



ANCHOR LINE



ANGLO SAXON PETROLEUM CO.



AUSTRALASIAN UNITED
STEAM NAVIGATION CO.



AVENUE SHIPPING CO.



BANK LINE



BIBBY LINE



BLUE FUNNEL LINE



BLUE STAR LINE



BOOTH LINE



BRITISH INDIA STEAM
NAVIGATION CO.



BRITISH TANKER CO.



T. & J. BROCKLEBANK



BURNS PHILP & CO.



CANADIAN PACIFIC STEAMSHIPS CO.



CITY LINE



CLAN LINE STEAMERS



CUNARD WHITE STAR LINE



EAGLE OIL & SHIPPING CO.



EASTERN & AUSTRALIAN
STEAMSHIP CO.



ELDER, DEMPSTER LINES



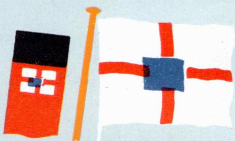
ELDERS & FYFFES



ELLERMAN & BUCKNALL
STEAMSHIP CO.



ELLERMAN & PAPAYANNI LINES LTD. FEDERAL STEAM NAVIGATION CO.



HOUSE FLAGS AND FUNNELS (British).—contd.



FURNESS, WITHY & CO.



GENERAL STEAM NAVIGATION CO.



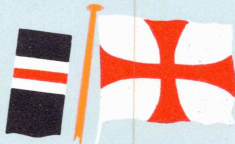
GLEN LINE



HAIN STEAMSHIP CO.



HALL LINE



HARRISON LINE



HOULDER LINE



HUDDART PARKER



LAMPORT & HOLT LINE



MCILWRAITH MCEACHARN



NATAL LINE



NEW ZEALAND LINE



NORTHERN STEAMSHIP CO.



NOURSE LINE



ORIENT LINE



PACIFIC STEAM NAVIGATION CO.



P. & O. STEAM NAVIGATION CO.
(PASSENGER SHIPS)



P. & O. STEAM NAVIGATION CO.
(CARGO SHIPS)



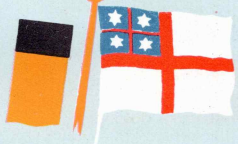
PORT LINE LTD.



PRINCE LINE



ROYAL MAIL LINES LTD.



SHAW, SAVILL & ALBION CO.



UNION CASTLE LINE



UNION STEAM SHIP CO.
OF NEW ZEALAND

HOUSE FLAGS AND FUNNELS (Foreign).



AMERICAN EXPORT LINES



AMERICAN PRESIDENT LINES



EAST ASIATIC CO.



FRENCH LINE (C.G.T.)



GRACE LINE



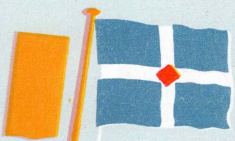
GREEK LINE



HAMBURG-AMERIKA LINE



HOLLAND-AMERIKA LINE



ISTHMIAN STEAMSHIP CO.



ITALIA LINE



KONINKLIJKE JAVA-CHINA-PAKETVAART LIJNEN



KONINKLIJKE NEDERLANDSCHE STOOMBOOT-MAATSCHAPPIJ



KONINKLIJKE PAKETVAART MAATSCHAPPIJ N.V.



UNITED NETHERLANDS NAVIGATION CO.



LYDD TRIESTINO



MATSON NAVIGATION CO.



COMPAGNIE DES MESSAGERIES MARITIMES



NIPPON YUSEN KAISHA



NORSKE AMERIKA LINJE



POLISH OCEAN LINES



ROYAL ROTTERDAM LLOYD



SVENSKA AMERIKA LINIEN



UNITED FRUIT CO.



UNITED STATES LINES

FLEETS

The New Zealand Shipping Company Ltd.

	G.R. Tons		G.R. Tons
† T.M. Rangitane	21,867	M. Otaki	10,934
† T.M. Rangitoto	21,809	T.M. Orari	10,477
† T.M. Ruahine	17,851	O. Pipiriki	10,065
† T.M. Rangitiki	16,984	O. Paparoa	10,006
† T.M. Rangitata	16,969	O. Papanui	10,002
T.O. Hororata	12,090	O. Tongariro	8,879
T.M. Haparangi	11,281	O. Tekoa	8,810
T.M. Hurunui	11,276	M. Whakatane	8,726
T.M. Hauraki	11,272	M. Whangaroa	8,701
T.M. Hinakura	11,272	M. Rakaia	8,213

Building—M. Wharanui

† *Passenger Vessel.*

Federal Steam Navigation Company Ltd.

	G.R. Tons		G.R. Tons
T.M. Cumberland	11,281	M. Northumberland	10,335
T.M. Huntingdon	11,281	O. Dorset	10,108
T.M. Hertford	11,276	O. Devon	9,940
T.M. Sussex	11,272	M. Gloucester	8,532
T.M. Suffolk	11,145	M. Middlesex	8,284
T.M. Norfolk	11,079	M. Surrey	8,227
T.M. Cambridge	11,073	M. Cornwall	7,583
T.M. Durham	10,984	M. Nottingham	6,689
M. Essex	10,936		

T : Twin Screw.

O : Oil Burning.

M : Motor Vessel.

TABLE OF DISTANCES

To New Zealand via Panama

	MILES
London to Curaçao	4221
London to Kingston	4409
London to Cristobal	4753
Kingston to Cristobal	556
Curaçao to Cristobal	706
Cristobal to Balboa (Canal Transit)	50
Balboa to Pitcairn Island	3646
Balboa to Suva	6290
Balboa to Auckland	6552
Balboa to Wellington	6514
Suva to Auckland	1140
Suva to Wellington	1512

New Zealand Ports

Auckland to Wellington (Rail)	426
Wellington to Lyttelton (Ferry)	175
Lyttelton to Dunedin (Rail)	237
Dunedin to Invercargill (Rail)	139

Miscellaneous

London to Wellington, via Suez	12415
London to Wellington, via Cape	13275
London to New York	3200
London to Montreal	3135
Sydney to Auckland	1281
Sydney to Wellington	1239

The Shortest Route between England and New Zealand runs almost across the North Pole. The next shortest Route is via the Panama Canal.

15 Degrees of Longitude equal 1 hour of time
 West of Greenwich being slow
 East of Greenwich being fast.

